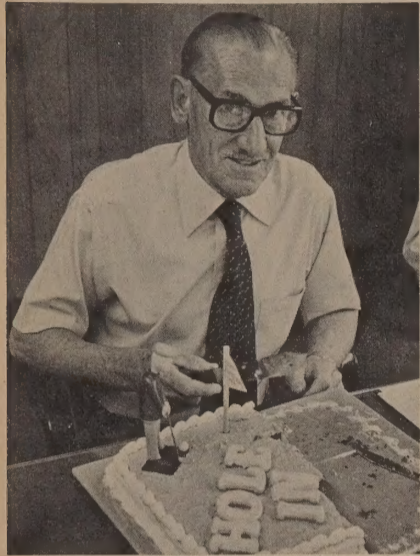


Spirit of '76



Transportation Commission Chairman Glen Jackson reached his 76th year April 26. A cake, made by Florence Neavoll, was served following the April 25 commission meeting. When asked to smile for a photo, Jackson replied in his usual curt, but good-natured tone, "I don't find anything very funny about being 76!"

Inside:



- New bus systems in Woodburn and Yamhill County were kicked off last month. Above, Gov. Straub and Woodburn Mayor Stan Liss cut the ceremonial ribbon for the bus in Woodburn. See page 3.
- ODOT gears up for National Transportation Week, page 5.
- What will happen if Measure 5 fails? Division Administrators comment, page 3.
- Mt. Hood Freeway story comes to a close, page 7.
- The man at the top of ODOT's biggest highway project, page 8.

New facts book answers common ODOT questions

How many people does ODOT employ? Where does the department get its money and how is it spent? What is the history and setup of the divisions?

For the first time, these and other most-often-asked questions are answered in one neatly compiled booklet, recently published by the Public Affairs Office.

The 32-page booklet, appropriately named "Facts about ODOT and its activities," details the department's

Tax pro and con efforts surface

Organized opposition to Measure 5 has surfaced. At the same time billboards in support of the two cent gas tax are beginning to appear all around the state.

Oregon Log Truckers Association has voted to oppose Measure 5, and expects to raise about \$20,000—through a \$10 assessment of its members—to help campaign against its passage.

Working for passage of Measure 5 is a citizens group called the Highway Improvement Association. Funds have been raised, a campaign staff hired, and a media effort has been developed.

The billboards read: "Our Roads Need Help." The word "Help" is breaking up, symbolically representing the condition of the state primary and secondary system. Some

eighty-three of the boards are up in prime locations around the state.

The Highway Improvement Association has also printed about 100,000 brochures and will distribute them to likely voters. In addition, the group plans a heavy radio and newspaper campaign in the weeks immediately preceding the May 23 election.

A spokesman for the Log Truckers Association said the group recognizes the need for additional funding and is concerned about deterioration of the highway system.

He said the association will be supporting, at some point in the future, a proposed constitutional amendment to eliminate diversions from the Highway Fund rather than Measure 5, which places limits on state police and parks.

Filling jobs 'never ends'

Carl Hobson feels like he's going up on a down escalator.

Heading up ODOT's recent push to fill about 70 Highway Division jobs is a long and expanding process, says the Personnel Operations manager.

"We're in the midst of filling the positions now, which has created a domino effect," he says. In filling the positions vacated by persons in higher levels, positions open at the lower levels, he explains.

"The end result means the

promotions of several hundred persons and the hiring of 75 aides."

Studies conducted earlier this year revealed that ODOT was not up to its budgeted manpower strength. After the 1976 lay-offs, attrition snow-balled faster than anticipated, leaving the department with fewer employees than were planned for at the end of the lay-offs.

Most of the promotions, and 43 new engineering aides hired so far, are in the engineering field. Promotions are listed on page four.

Banfield information effort 'heightens transit concern'

The *Portland Oregonian* editorially commended the Banfield Transitway information program recently as "...the best attempt of recent times -- and perhaps ever..."

The firm that conducted a "before" and "after" public opinion poll on the Banfield project reported a "significant increase in awareness over a short period of time." (For details on the poll, see page 2).

METRO Branch Administrator Bob Bothman said the Banfield project has helped previously "very auto oriented people realize the problems related to continued urban freeway construction and will begin to look at transit as a possible solution."

In the immediate wake of the

April 6 public hearing on the Banfield Transitway Project, Bothman praised Project Coordinator Bob Sandmann, past Project Coordinator Don Adams and Public Participation Specialist Laurie Oseran.

"I think it (information campaign) also reflects the dedication and long hours put in by the more than 100 members of the citizens advisory committee which met regularly over the past two and a half years," he said.

Light rail favored

Bothman offered some comparisons between the opinion poll results and a composite of testimony taken from about 250 people at the April 6 public hearing.

"The survey showed a 2 to 1 ratio in favor of light rail over a busway," he said, "which is the same ratio we found at the hearing."

Bothman noted that the survey showed a 2 to 1 preference for adding auto lanes along with a transit project, while the testimony ratio was 4 to 1 on that point.

He found it interesting that "while only 13 percent of those surveyed used the Banfield for more than 30 one-way trips during rush hour each month, they were 3 to 1 in favor of increasing the Banfield's people-carrying capacity." The hearing testimony revealed an 8 to 1 ratio of people supporting an increase in capacity.



Billboards like this are being erected throughout Oregon this month. The work "Help" is breaking up, symbolizing the condition of the state highway system. Notice the pothole in the foreground . . .

Gas tax increase purpose explained on May 23 ballot

Voters throughout Oregon will cast ballots during the May 23 Primary Election for various state and local candidates and issues.

Of the state ballot measures, Measure 5 follows most to ODOT employees. The following title and purpose for Measure 5 will appear on the May 23 ballot:

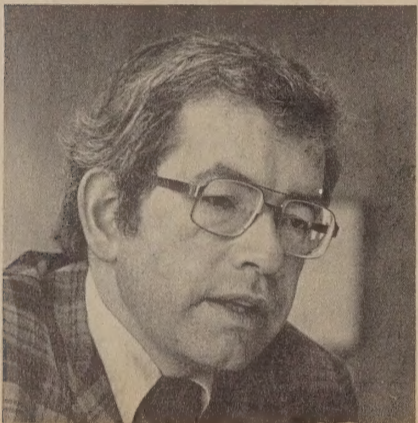
HIGHWAY REPAIR PRIORITY, GAS TAX INCREASE

Requires highway user revenues available for highway construction and maintenance to be used first for maintenance, reconstruction, rehabilitation and modernization under Six-Year Highway Improvement Plan before any new highway construction, except I-205 completion. Limits amount of revenues usable for parks, footpaths, bicycle trails, state police. Increases state motor vehicle fuel tax from 7 cents to 9 cents per gallon. Diesel log truck alternative fees increased. Increases weight mile and flat fee taxes for some commercial vehicles.



Director's corner

BOB BURCO



My column this month is literally "out to lunch" -- with the secretaries in my office, in observance of National Secretaries Week.

Instead of writing, I was "lunching." But I would like to devote some space here to express my appreciation for the very capable, and too often unrecognized contribution made by secretaries to the smooth, efficient operation of

this organization.

Another national observance of importance is coming up. National Transportation Week will be May 15-20. Many interesting displays and activities have been planned and I encourage all ODOT employees to participate.

May brings another event of crucial importance to the department -- indeed, to the entire state. Ballot Measure 5 will be voted on at the May 23 primary election. Let's all take an active part in the effort to make sure Oregon voters cast an informed ballot on this critical transportation issue.

LETTER ...

To the Editor:

I'd like to tell you how nice one of your men was to us during a trying situation.

I needed to be in Boise, Idaho, by 6 p.m. on March 17, but between Pendleton and Meacham, our car gave us big trouble. I had no tools and couldn't get to a phone.

We had an awful feeling until Mr. Roger C. Lang stopped to help. He stayed with us all the way to the Chevrolet garage in La Grande, where we had the car fixed.

Possibly in time I will forget his name, but I am sure I will always remember and think good of Oregon and the nice people with the Highway Division.

We also appreciate the use of your highway, which I feel was very nice. We bought gas twice, going each way through Pendleton, but that tax won't make a very big impact on your highway.

Carl J. Lindt
Clayton, Washington 99110

VIA seeks more news from field

VIA would like to make a bigger effort to include more field news. Letters asking for news tips were sent to district engineers last month. Apparently April was a slow month, because we didn't get much response.

But we did hear from Bill Brown, D.E. in Coos Bay. Southern Oregon crews at the coast are still fighting mud slides, he writes.

The extra gang based in Coquille is working to remove a slide at Arizona Ranch south of Port Orford. The three-week job involves major grading work.

The Pistol River crew is in a weather dilemma. In mid-April, heavy rains caused several slides. At the same time, the crew had to plow snow on the old highway between Pistol River and Brookings. (The old coastal highway is at a much higher elevation.)

The district welcomes a new Coquille Section Supervisor, Jim McClain, previously assigned to Bend. "Jim has heard various stories as to when summer on the Oregon coast is, but has now pinpointed it to July 4," Brown writes.

Let us know what's going on -- both Highway and DMV divisions -- in the districts and regions outside of Salem. Drop a line to VIA, Public Affairs, or call Salem 378-6546.

An ODOT carpenter is a jack of all trades

Editor's note: The following article is part of a series describing the different sections and units of ODOT.

ODOT's carpentry crews do much more than pound nails and saw boards.

"By the time a guy works here for about a year, he's a jack of all trades," says Ray Pierpoint, one of the unit's two foremen. Plumbing, painting, pouring concrete, installing carpet and sheet metal are among the other trades the dozen carpenters provide for state-owned buildings throughout the state.

Pierpoint is especially proud of the crews. It's taken a while to find a good team, he says. "In the past it was hard to keep workers. They'd like carpentry, but when you stuck a paint brush in their hand -- they'd frown," he says. "It takes someone who catches on fast and like learning other trades."

"We're not like other carpenters working for the state," he adds. "They are limited to carpentry, whereas we do just about everything else too."

Foremen Pierpoint and Kirk Fox bring a background of experience that's hard to beat. Both were raised on farms as sons of carpenters.

Building goat sheds, barns and chicken coops as boys gave them a head start on their careers. Pierpoint is from Lebanon, and Fox is from Michigan.

Pierpoint, in his 27th year with ODOT, can remember only five years in his life when he wasn't building something. Fox, who has 33 years with ODOT, can boast a similar record.

They've seen many changes in the field over the past two decades. Keeping up with modern techniques has been a problem, especially in the past.

"We were still using cross-cut saws

when they came out with skill saws several years ago," Pierpoint says.

Remodeling and repair work take up most of their time these days, although they have built structures from the ground up.



From left, are carpenters Richard Hollinger, Andy Aronson and foreman Ray Pierpoint.

One of the most unusual projects was a scale house near Woodburn. "We used four different skill saws for the rafters," Pierpoint remembers. "And there was nothing level but the floor," he adds with a laugh.

Pierpoint's crew of six men travel throughout the state to take care of ODOT's buildings. The crew headed by Fox maintains the large Salem-area buildings.

Making warehouse-type buildings into offices has been a major challenge. "Every year we do a little to the METRO building, like lowering ceilings, painting, and paneling," Pierpoint says.

The crews are especially busy now, catching up on outside jobs under clearer, warmer weather.



Salem crew carpenters put in a new window at the Salem equipment shop.

Poll: Banfield public awareness doubles

(See related story, page 1.)

As part of the Banfield Transitway information program leading to the April 6 public hearing, ODOT contracted with GMA Research, a marketing and opinion research firm, to conduct a two-phase opinion poll within the project study area.

Public awareness of the Banfield Transitway project doubled. This was one of the major findings of the poll. By the April 6 hearing, 60 percent of the public could identify one of the project alternatives without coaching, compared with 30 percent in late January.

The purpose of the poll was to: 1) Evaluate the effect, if any,

the transitway pre-hearing information program (conducted in February and March) had on general public awareness of the project; 2) Determine general preferences for the several proposed transitway alternatives; and 3) Determine if public preferences changed as a result of the information program or passage of time.

Sample and techniques

Phase one interviews occurred from Jan. 26 to 30. Phase two interviews occurred from April 3 to 6. Respondents lived in Portland east of the Willamette River, in Gresham and Troutdale. All were 18 years or

older. The sample was divided equally among men and women. Two different sets of 384 scientifically selected respondents were contacted by telephone in the two-phase poll. The questions remained identical during both phases.

Other Findings

Other major findings include: 1) Light rail is the preferred alternative, with no significant change in that preference between phase one and two; 2) The Banfield should also be widened to accommodate more cars. Preference for a transitway-only widening dropped between phase one and two.

Division heads forecast impacts on operations if tax vote defeated

The relationship between the Oregon State Highway Division and the Highway Fund is obvious. Simply stated, money from the fund is spent on highway planning, design, construction and maintenance activities.

Depending on passage or defeat of Measure 5 on May 23, highway-related activities, especially maintenance, will increase or remain at the current level.

However, the relationship between the highway fund and other ODOT functions is not as obvious.

Administrators of the Motor Vehicles (Skip Grover) and Public Transit (Dennis Moore) divisions, and Parks Branch Superintendent Dave Talbot were asked to briefly outline some of the impacts passage or defeat of the measure would have on their operations.

Motor Vehicles

The DMV has close ties to the state highway fund. On one hand, we collect most of the money for the highway fund through fuel taxes, licenses and permits.

On the other hand, the fund provides the dollars for our driver and vehicle related services such as licensing, testing and registration.

Our employees face long lines of customers who are sometimes angry and frustrated both with the wait and with the increasingly complex requirements for doing business with the state.

Our ability to improve the services depends, to a large extent, on the health of the highway fund.

Public Transit

In operational terms, approval of Measure 5 will provide funds for the repair of Oregon roads. This repair is essential to allow all vehicles--buses included--the use of good public roads.

In financial terms, the revenue generated by Measure 5 will supply the funds to support Highway Division activities. With these funds available, the separation is maintained between Highway Fund revenues and State General Funds, the latter being the source for Public Transit Division activities.

Failure of Measure 5 may result in the Highway Division seeking General Funds for some of its operation. This may diminish the Public Transit Division's chance of receiving enough funds to continue supporting transit services in our communities.

Parks Branch

Although Measure 5 puts a one percent limit on the amount of Highway Fund revenue available to State Parks, that limitation is projected to equal about \$4.9 million during the 1979-81 biennium if voters approve Measure 5.

Should Measure 5 not pass, the Highway Fund would be hard pressed to produce sufficient revenue for basic highway preservation much less enough for an adequate State Parks program.

Failure of Measure 5, then, might result in State Parks being forced into even greater dependency on General Funds. Because of the enormous competition with other agencies for General Funds, State Parks could end up pretty well restricted to revenue from recreational vehicle and park user fees plus federal funds during the 1979-81 biennium.



State Park operations may face cuts if the gas tax vote fails. See story at left on how the Parks Branch and other divisions view the passage or failure of Measure 5.

Ribbon cuttings launch bus routes

Two bus systems began operating in Woodburn and Yamhill County last month, reports the Public Transit Division.

Ribbons were cut for both during dedication ceremonies on April 3. Gov. Bob Straub addressed the dedication gathering in Woodburn, along with local officials and members of the transit division.

The demonstration projects are designed to test public acceptance of community transit services and are funded through federal, state and city sources.

Technical planning was largely provided by the transit division through the Technical Resource Program. During the past year, Lee LaFontaine has been working with

Woodburn Transit System planners and Erik East has been coordinating planning efforts for YamCo Transit.

Other demonstration projects currently operating are in Albany, Astoria, Corvallis, Roseburg, Bend, Ontario, Rogue Valley, and Columbia County.

Woodburn Transit System

The City of Woodburn has been without any form of public transportation service since the local taxi company went out of business over two years ago. The new 17-passenger bus follows a fixed route within the city, linking Farway Plaza, downtown Woodburn and Mall 99 with two half-hour routes. It operates from 9 a.m. to 6 p.m. The city's public works department will handle all aspects of operation.

YamCo Transit

Yamhill County's new system could save \$35 a week for persons who commute to work in Salem, according to the division.

A daily commuter bus will take Amity, McMinnville and Dayton residents to and from Salem. Commuters can save \$7 a day on the 60 mile round-trip, figured on an average private car cost of 15 cents per mile. The bus trip cost is \$2 per day.

The YamCo Transit System also links the 10 cities in Yamhill county and provides transportation within the city of McMinnville.

Ridership on both systems has been "very encouraging," said Dennis Moore, division administrator, "especially in light of the division's goal which is to improve transportation within cities and eventually connect cities with transit systems."

Meeting held to discuss new health policies

Meetings to explain new medical health insurance programs to Salem-area employees are being held in May, reports Ralph Bolt, insurance manager for the Oregon State Employees' Benefit Board.

Meetings were held May 1 at the Transportation Building and will be held May 18 at the East Salem Highway Building, second floor conference room at 7, 8:30, 10 a.m. and at 1 and 2:30 p.m.

For the first time, employees living in Marion and Polk Counties will have an opportunity to choose between the current Blue Cross contract and a new contract offered by Capitol Health Care, Inc.



Passengers pile into the new Woodburn bus for its first run. At the front is the wife of Woodburn's mayor, Mrs. Stan Liss.

Editorials on tax pour in; supportive

Editorial coverage on the gas tax vote is increasing now that the May 23 primary election draws near. Editors from small weeklies to metropolitan dailies are strongly supporting passage of Measure 5. To our knowledge, no newspaper has argued against passage of the measure. Here are excerpts from some of the newspapers as of late April:

"For the price of a single tank of

gasoline, the average motorist can pay the annual costs of the two-cent gas tax increase. Considering the road improvements this will buy, it is a real bargain for a state where auto taxes are the lowest in the nation. The OREGONIAN urges a vote for Measure 5."--PORTLAND OREGONIAN

"To tie the improvement (of Highway 42) to a levy seems somewhat of a threat. But it may very well be just such a threat that works. The time may be here when Oregonians are willing to pay the price that it takes to get the road system that is needed. There simply is no other way."--MYRTLE POINT HERALD

"Oregon's highways are in rotten shape right now, and they're getting worse. In Central Oregon, with its sudden, rapid growth, the effects of the lack of money for highway work have been felt particularly keenly. It is hoped the proposal (Measure 5) will fare better than a similar tax increase defeated several years ago."--BEND BULLETIN

"Pay as you go . . . has been reworded into go without paying. WILLAMETTE WEEK encourages a

'yes' vote. If we want to go more, we'll have to pay more."

--PORTLAND WILLAMETTE WEEK

"For years, Oregon justly prided itself on its excellent road system, but lately, inflation has eaten away at funds and highways have deteriorated badly. It (2 cents increase) is badly needed. We hope the voters concur."--GRESHAM OUTLOOK

"We are all for continuing lower rates of taxation. But there also is a matter of being penny-wise and pound foolish. We would urge every car and truck owner to take the time to look into (Measure 5). It just might be among the better investments proposed in recent years."--TILLAMOOK HEADLIGHT-HERALD

"Without passage, only 16 of the 37 major (state) road projects in Coos, Curry and Douglas counties could be realized within the next six years. With passage, all projects could be undertaken. That alone should be a convincing enough argument for approval of the revenue measure (Measure 5) which goes before the voters on May 23."--COOS BAY WORLD

We welcome letters to the editor

Got something to say?

VIA welcomes readers' comments on the department, its policies and programs and other employee-related matters. We'd also like to know what you think of this paper's news coverage.

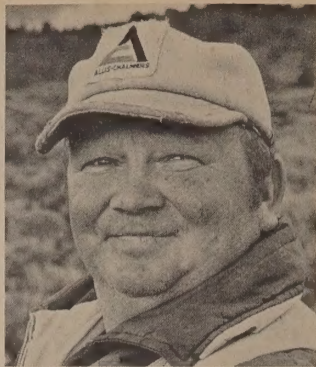
Letters longer than 200 words may be edited. All letters should be signed and addressed to VIA, Public Affairs, Salem.



Ken Thurmond



Beryl Nelson



K. D. Warrington



Nancey Laney

ODOT's April retirements

Three Highway Division employees retired on April 1. They include:

William E. Kendall of Philomath, highway maintenance supervisor 1; 26 years.

Fred H. Heslop of Ontario, highway maintenance worker 2; 22 years.

Robert N. Pyle of Woodburn, highway maintenance worker 3; 21.5 years.

Engineering promotions fill list

Many Personnel Actions for promotions crossed the desks in the Personnel Section last month. Here's the list.

CONGRATULATIONS!

Raymond Anderson, HWY, engineering aide to engineering technician 1, Portland.

Jerry Bachle, HWY, highway engineer 2 in Traffic to HE 3 in Location, Salem.

Ellis Barnholdt, HWY, engineering aide to ET 1, Eugene.

William Bartholomew, HWY, highway maintenance worker 1 to HMW 2, Port Orford.

Delbert Bradford, HWY, engineering aide to ET 1, Portland.

Sherry Brain, ADMIN, clerical assistant to secretary in Information Systems Planning and Administration, Salem.

John Burke, HWY, ET 1, Portland, to ET 2, Beaverton.

Glen Clark, HWY, HE 4, Region 3, to HE 5 in Traffic, Salem.

Barbara Clements, HWY, clerical assistant to clerical specialist, Right of Way, Salem.

Kerry Cook, HWY, HMW 2 to HMW 3, Parkdale.

Gerald Dalrymple, HWY, ET 1 to ET 2, Beaverton.

Gregory Dimit, HWY, highway maintenance supervisor 1 to HMS 2, Coos Bay.

Thomas Eiguren, HWY, ET 2 to ET 3, Bend.

Robert Erpelding, HWY, engineering aide to ET 1, Portland.

James Findt, HWY, HMW 2 at Winston to HMW 3, Eugene.

Robert Fowler, HWY, engineering aide to ET 1, Salem.

Francis Frasier, HWY, HMW 3 to HMS 1, Corvallis.

Gregory Giovanini, HWY, engineering aide to ET 1, Portland.

John Grassman, HWY, HE 2 to HE 3, Region 3.

Gerald Gregory, HWY, HMW 2, Coquille, to HMS 1, Port Orford.

Irma Hanft, ADMIN, clerical specialist

to administrative assistant 2, Salem.

Steven Hardmeyer, HWY, HMW 1 to HMW 2, Sylvan.

Richard Hart, HWY, ET 1 to ET 2, Coquille.

Michael Hemel, HWY, ET 2 to HE 1, Portland.

Chester Jenks, HWY, HMW 2, Clatskanie, to HE 1, Astoria.

Paul Kelley, HWY, weighmaster 1, Bend to WM 2, Ashland.

Nancy Laney, ADMIN, environmental tech. 3 to environmental specialist 2, Salem.

Pat Lee, HWY, engineering aide to ET 1, Portland.

Robert LeTourneau, HWY, engineering aide to ET 1, Eugene.

Larry Lewter, HWY, engineering tech. 1 to HE 1, Hermiston.

Michael Ray Lick, HWY, engineering aide to ET 1, Lakeview.

Marvin Lundy, HWY, ET 2 to HE 1, Salem.

Charles Middleton, HWY, engineering aide to ET 1, Salem.

Arthur Moorman, HWY, HMW 4, Eugene, to HMS 2, Coquille.

Allen Myers, HWY, HE 1 to HE 2, Eugene.

Beryl Nelson, HWY, secretary in Operations office to ET 1, Construction, Salem.

John Nelson, HWY, engineering aide to ET 1, Salem.

William Ottis, HWY, HMW 2 to HMW 3, Winston.

Clarence Palmer, HWY, HMW 2 to HMW 3, Milwaukie.

Dwayne Prose, HWY, ET 1 to ET 2, Grants Pass.

Todd Putnam, HWY, materials testing engineer 1, Materials Lab, to ET 4, Traffic Section.

Daniel Read, HWY, HE 1 to HE 2, Salem.

Gerald Richardson, HWY, HMW 3 to HMS 1, Milwaukie.

Antonio Rodriguez, HWY, ET 1 to ET 2, Portland.

Richard Sjolander, HWY, ET 3 to HE 1, Salem.

Floyd Stuk, HWY, lead electrician to electrical supervisor 1, Milwaukie.

Sammy Templin, HWY, ET 1 to ET 2, Portland.

Richard Thomas, PARKS, ranger 2, Farewell Bend State Park to WM 1, Ontario.

Robert Thompson, HWY, ET 2 to ET 3, Salem.

Kenneth Thurmond, HWY, engineering aide to ET 1, Portland.

Donald Thurston, HWY, HE 2 to HE 3, Salem.

Joan Toepfer, HWY, clerical assistant to clerical specialist, Salem.

Edwin Venard III, HWY, engineering aide, Grants Pass to ET 1, Eugene.

Michael Walden, HWY, HMW 2, Waldport, to HMW 3, Corvallis.

Eugene Wardwell, HWY, ET 1, Roseburg, to ET 2, Pendleton.

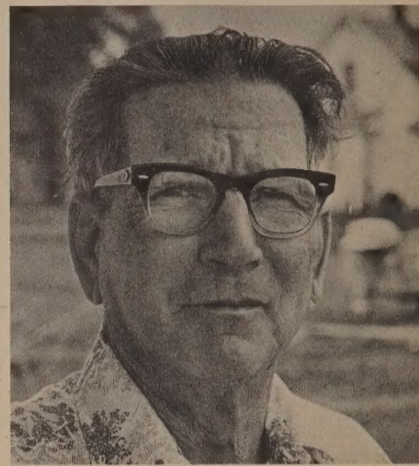
K. D. Warrington, HWY, ET 2 to HE 1, Burns.

Jacqueline Yorton, HWY, engineering aide, Roseburg, to ET 1, Eugene.

Deborah Snow, HWY, clerical assistant, Structures Section, to secretary in Travel Information Council, Salem.

Chalmer Hiatt, HWY, HMW 2 to HMW 3, Roseburg.

Paul Reed, HWY, HMW 4 to assistant bridge supervisor 2, Roseburg.



William "Earl" Kendall
26 years

Via also learned of other past retirements, recently announced by the Personnel Section. They include:

Ronald C. Alley of Manning; highway maintenance worker 4; retired Dec. 5, 1977; 22 years.

Gary D. Sticka of Boring; engineering technician 2; retired Jan. 25; 18 years.

Andrew J. Reed of Brookings; park ranger 2; retired Feb. 28; 11 years.

Clyde L. Ott of La Grande; heavy equipment mechanic 1; retired Feb. 28; 16 years.

L. D. Buell of Sisters; highway maintenance worker 3; retired Feb. 28; 9 years.

Lewis D. Neal of Kimberly; highway maintenance worker 2; retired March 31; 5.5 years.

Crews receive SAIF awards

Engineering crew 080-26 in Portland has worked a continuous 250,000 man-hours without a time-loss injury accident. The crew, supervised by Robert Shotwell, has an average strength of 10 persons. They received a SAIF Achievement Award.

Other SAIF awards went to the following crews:

Maintenance Crew 141-09, Warm Springs Junction; 150,000 man-hours; Earl H. Sears, supervisor; crew strength, 12 persons.

Maintenance Crew 142-02, Sisters; 150,000 man-hours; Roy S. Landis, supervisor; crew strength, nine persons.

Maintenance Crew 143-07, Lake of the Woods; 100,000 man-hours; Charles Cammack, supervisor; crew strength, 10 persons.

Maintenance Crew 142-05, LaPine; 50,000 man-hours; William L. Craig, supervisor; crew strength, six persons.

Materials and Research Crew 011-01, Portland; 50,000 man-hours; Donald E. Wackerbarth, supervisor; crew strength, 20 persons.

Studded tires illegal

The use of studded tires on highways within the state is forbidden by law after April 30.

Motorists are being asked by ODOT to remove the tires to avoid damaging the roads. The department also said the road condition telephone service, operated in cooperation with the State Police, will be discontinued for the summer, starting May 1.

Trans-Trivia

For the answers, see page eight.

- The first car registered in Oregon was:
 - An Oldsmobile
 - An Edsel
 - A Toyota
 - A Lemon
- How many miles of trails are there in Oregon?
 - 890
 - 1,130
 - 2,500
 - 3,000
- When is traffic heaviest on Hwy. 26 through Eastern Oregon between Sisters and John Day?
 - During ski season
 - Fourth of July weekend
 - Hunting season.
- Which state was the first in the U.S. to impose a gas tax in 1919?
 - Virginia
 - Oregon
 - California
- In 1859, a man had to work two days a year on county roads or pay a tax. If he failed to do either, he:
 - Could donate a small parcel of land to the county.
 - Had to work an extra day for each day he delayed either working or paying a tax.
 - Was sent to prison, where he worked on rock piles.
- What day is traffic heaviest on I-5?
 - Thanksgiving
 - New Year's Eve
 - Christmas Eve
- Does the state own any airports?
 - Yes, one in Salem.
 - Yes, they own and maintain 38 airports.
 - No.

Know any interesting or unusual facts about ODOT? Send suggestions to VIA editor, Public Affairs, Salem.

Solons to tour, discuss parks

A group of legislators and State Park Advisory Committee members will tour Portland-area parks on May 11, reports Dave Talbot, Parks Branch superintendent.

Rooster Rock, Tryon Creek and the proposed St. Mary's Woods Park will be toured by Rep. Glen Whallon, Sens. Jan Wyers and Blaine Whipple and advisory committee members Lou Beck, Orcilia Forbes

and Norm Howard.

They will discuss policy and legislative issues facing the branch, including a proposed urban park loop to surround Portland.

Accompanying them will be Talbot, Region 1 supervisor Frank Stiles and Kathy Straton, legislative and information specialist.

Similar tours will be planned throughout the summer.

ODOT to open its doors May 15-20



Salem National Transportation Week Committee members will be putting up the sign for the May 16 open house. From left, are Bob Gormsen, Kathy

Straton, Dennis Clarke, Shannon Allen, Steve Macnab, Bob Kuenzli, Don Trout, Bob Schumann and Marlowe Krohn.

Numerous open houses are planned throughout the state to celebrate National Transportation Week, May 15 to 20.

During a gathering of National Transportation Week committee members in Salem, Gov. Bob Straub signed a proclamation to establish Oregon's participation in the event and urged all Oregonians to inform themselves of the benefits made possible by transportation agencies.

In Salem, an open house will be held at the Transportation Building May 16 from 10 a.m. to 8 p.m.

An automotive air bag car will be demonstrated on the sidewalk in front of the building every hour during the open house, starting at 10 a.m. The National Highway Safety Administration bag is designed to inflate to protect the driver of a car during a crash. The bag will also be demonstrated at the Lancaster Mall May 14 and 15 to advertise the open house.

Other outside displays include a National Guard helicopter and a boat with diving gear. Heavy equipment, such as snow plows, will be parked in front of the building.

Indoor displays will be on the main floor. They include traffic signals, bridge and highway models, a computer terminal, safety equipment, survey and photogrammetry equipment, travel information booth, displays on the DMV, Public Transit, Aeronautic Divisions and the Parks Branch. Movies will be shown in the small conference room.

Displays will be designed to actively involve participants in the open house, said Steve Macnab, Salem's chairman.

Refreshments will be served in the

courtyard throughout open house hours.

METRO - Region 1

METRO Branch and Region 1 offices will have a joint open house on May 18 from noon to 5 p.m. at the METRO office in Portland. Equipment and displays on current highway projects will be exhibited.

Motor Vehicles

The DMV will show a slide program on its activities and services at the Salem office on Lana Ave. and possibly will conduct tours through the building.

Region 5

Open houses will be staged in Ontario on May 16; Pendleton, May 17; and LaGrande, May 18. The Pendleton open house will be at the downtown shopping mall. The other two will be at Highway Division offices.

They will feature displays on ODOT divisions and branches.

Region 4

Displays will be placed in the Bend Plaza shopping center on May 16 from 9 a.m. to 6 p.m. Slide programs will also be shown.

No open houses are scheduled in Region 3.

About 1,500 persons attended ODOT open houses during National Transportation Week last year, according to Bob Gormsen, ODOT's state-wide chairman for the 1978 event. Four hundred attended in LaGrande; 579 attended the Salem open houses; 500 attended the METRO open house; 30 attended in Roseburg and 25 attended in Bend.



Straub signs proclamation. With him are, left, Tom Taylor, chairman of the private sector's efforts, and Bill Buskirk, last year's chairman.

Straub declares Trans Week

During an April 6 ceremony, Governor Bob Straub proclaimed the week beginning May 15 as "Transportation Week" in Oregon and urged all Oregonians to inform themselves of the many benefits made possible by transportation agencies. Here is the text of his proclamation:

The Transportation agencies of the nation are again joining forces to observe "National Transportation Week."

Within the lifetime of our senior citizens, the mode of transportation has changed radically, from horsedrawn wagons to rocketships.

Transportation has been, and will continue to be, a dynamic succession of developments.

The energy crisis and related problems have forcibly made us rethink our transportation policies. There is a new public awareness of the importance of balancing our transportation facilities.

We are getting the interest and support from the general public to achieve within the next few years a balancing of transportation systems. How best to achieve this balance is our problem.

Transportation has been the lifeblood of Oregon's economic success, extending from the opening of the West to the present day, in getting our supplies and products to and from market.

The men and women who constitute the work force of our great transportation system should be justly recognized for their outstanding contribution to the daily needs of every farm, home and business in our communities.

Therefore, as Governor of Oregon, I hereby proclaim the week of May 15 through May 20, 1978 as "Transportation Week" in Oregon and call upon all Oregonians to inform themselves of the many benefits made possible by those in our transportation agencies.

KOL clean air spots released

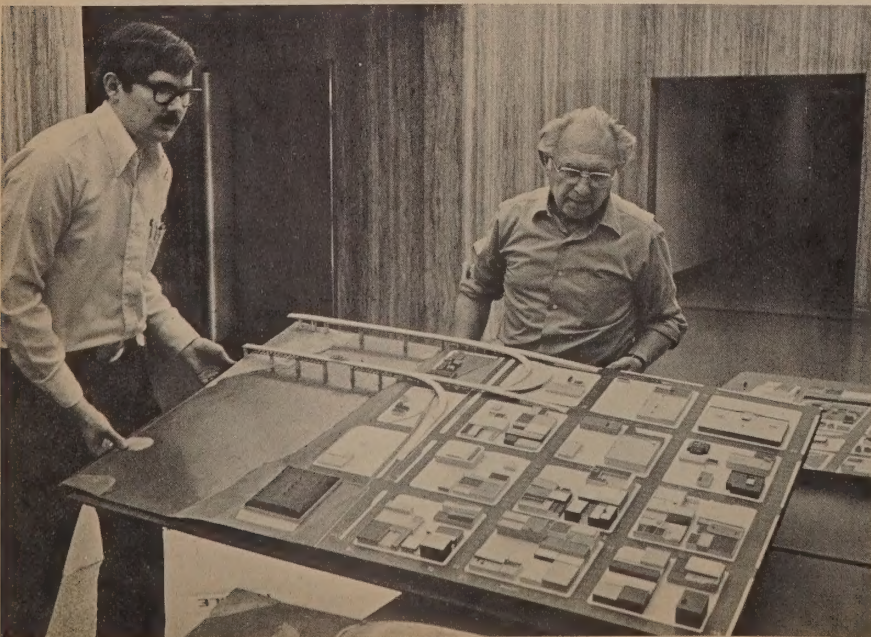
ODOT's environmental education program, KEEP OREGON LIVABLE (KOL), has just released three television public service announcements. The "spots" will be aired by Oregon television stations this spring and summer.

The spots were released to coincide with "clean air week in Oregon," the last week of April.

Air pollution has become a problem in the Willamette Valley,

and in other parts of Oregon. The national Environmental Protection Agency has indicated the Willamette Valley as a rapidly growing area for serious air pollution problems.

The KOL messages are aimed at creating public awareness of a growing problem, and call for cooperation in decreasing the vehicular-caused air pollution generated by auto-dependent Oregonians.



Open House Chairman Steve Macnab and model maker Jacques Berman set up displays for the Salem Open House.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

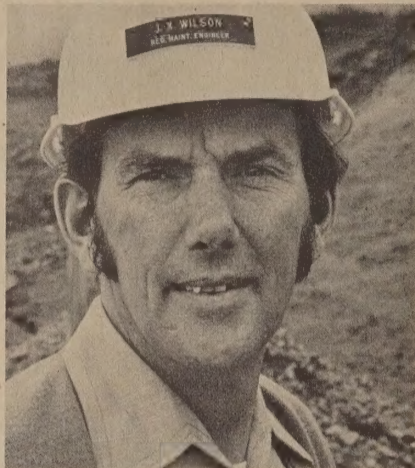
CANDID COMMENTS

What do you think the outcome of the gas tax vote will be and why?



DOROTHY NORTON, DMV
MRV 1, Salem

I feel that they should vote it in, and I believe they will. We all know the roads need to be repaired.



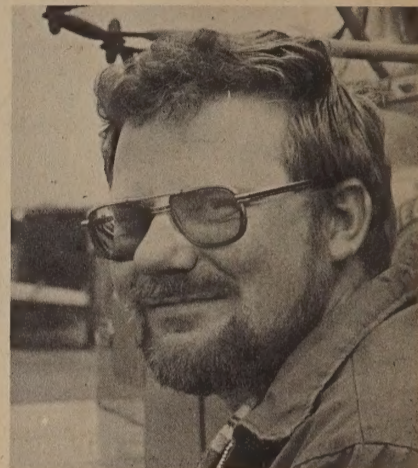
J. X. WILSON, HWY
Maintenance engineer, Roseburg

With a solid informational campaign between now and election time, I feel ballot measure 5 has a reasonably good chance of passing.



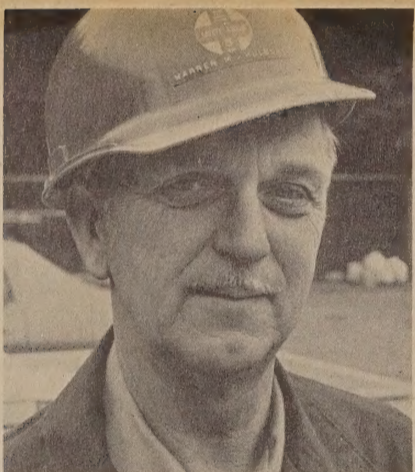
PAUL HAILEY, METRO
HE 4, Portland

The problem of highway deterioration is not yet visible enough to very many people to cause them to vote for more taxes. Most people are more concerned with family care, housing and recreation. I believe this measure will fail.



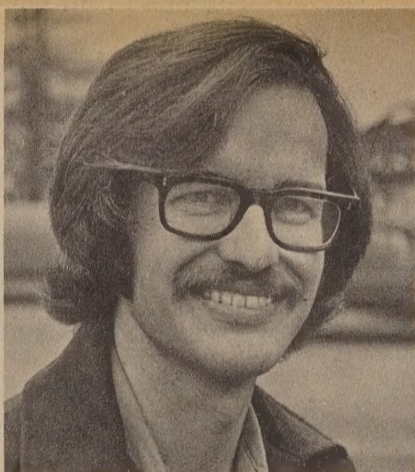
JOHN WAISANEN, HWY
HMW 2, Astoria

People are voting down all ballot measures that ask for money, and Oregonians seem to be losing confidence in state government, so I think they'll vote the gas tax down. We'll have to find an alternative way to finance maintenance and construction projects.



WARREN HULBERT, PARKS
Manager 2, Harris Beach St. Park

Having talked to several native and transplanted Oregonians, I found them receptive to a discussion on Measure 5; however, in each case I left with a feeling that they listened but didn't hear. If voted at this time, I don't think it would carry. The reason is obvious -- Oregonians traditionally vote no on tax measures.



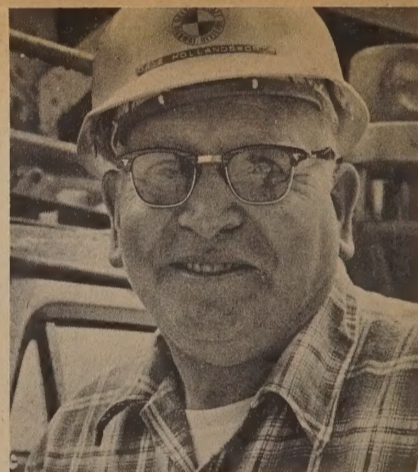
LINDY BRADY, HWY
HMW 1, Eugene

I think voters will approve it. They realize the roads are in bad shape.



KARMEN FALIGOWSKI, HWY
Secretary, Milwaukie

I believe taxpayers are reluctant to vote for any new tax. Therefore, the gas tax will be voted down. The Oregon public as a whole is not willing to admit to the deteriorating conditions of the roadway system.



DALE HOLLANDSWORTH, HWY
Assist. Bridge Foreman, The Dalles

I think they'll vote it down because people are tired of increases in their costs of living. They're fed up with all taxes -- state, federal and county.

LAURA ROSE, DMV
MVR 1, John Day

I think the outcome will be no for several reasons. One, is the present cost of gas. Two, the measure should have had more publicity in our area so voters can understand the purpose of the increased funds.



ROBERT CALZACORTA, HWY
HMW 2, Jordan Valley

I don't think it will pass. People are just tired of being taxed . . . and taxed.



FOR SALE
STATE OF OREGON
HIGHWAY DIVISION
238-8220

Freeway story ends, property sale begins

The final chapter of the Mount Hood Freeway story has begun.

Property acquired by ODOT for the proposed freeway corridor is finally being sold back to the public. The project was halted in 1975 by Gov. Bob Straub amid controversy over the freeway, which would have wiped out several neighborhoods.

The first piece of property, a house at 4326 SE Ivon St., Portland, was auctioned off for \$38,000 on April 13. It was acquired in 1972 for \$16,000.

About 100 persons gathered around the front lawn of the small, two-bedroom home built in 1925. Gary Knowlton, METRO regional property agent and Lou Schwab, property specialist, started the bidding at \$33,000. Arlene Welch of Portland gave the highest bid.

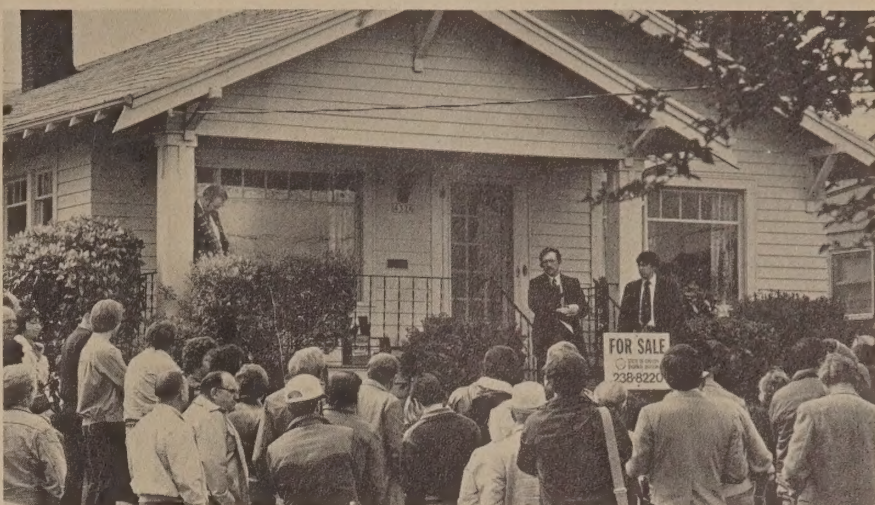
The house is considered a

historical marker. "The house is more than a reminder of freeways past or just a place to live," wrote a Portland newspaper writer who once lived in the house. "It will always contain the memories of the freeway fight, memories of the celebration (held there) when it was over and the memories of those who lived through it all."

The department has acted as landlord, repairing and maintaining the 125 houses along the proposed corridor, according to Neil Flanagan, Property Management supervisor.

ODOT will auction the other homes, and about 100 vacant lots at the rate of one per month. In 1979, two per month will be auctioned.

Flanagan noted that the total property was acquired for \$4.5 million in 1972. It's now valued at \$5.8 million.



About 100 persons gathered for the first Mt. Hood Freeway property auction. On the steps are John Knowlton and Lou Schwab, of right-of-way, who started the bidding.

Former consultant hired to head planning branch

John F. Quigley, formerly a self-employed management consultant in Colorado, has been named to head ODOT's Financial Planning and Economics Branch.

Quigley will report to Larry Rulien, assistant director for Policy and Program Development. He will supervise a staff of six persons.

The 50-year-old former U.S. Air Force pilot from Littleton, Colo., has had an extensive background in government research, legislative and fiscal matters. He has held positions in Colorado, Nebraska, Wisconsin, Michigan and Illinois.

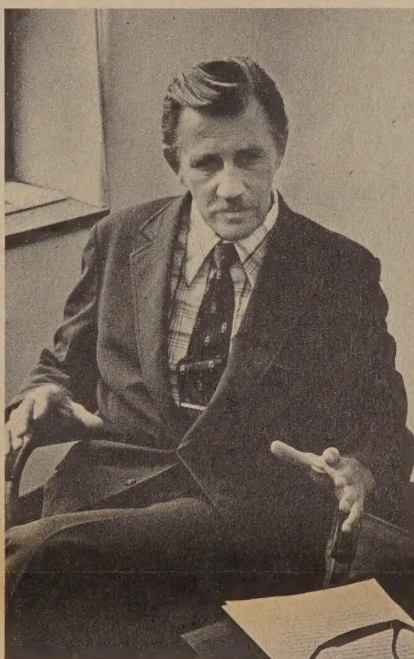
Before starting his own consulting firm in 1976, Quigley was corporate tax supervisor for Mountain Bell. He has also been a director for the

National Legislative Conference and was chairman of several of its committees.

He received his master's degree in government management from Denver University in 1955.

Quigley considers his new job as a chance for a "new beginning." He said he became a little disenchanted with his role as a one-man consulting firm and looks forward to studying ODOT divisions and programs. Offering fresh ideas and approaches to planning and management are his specialties, he said.

"John emerged as our top choice after a very extensive interviewing process," said Larry Rulien. "His skills will complement the staff."



John Quigley

Straub favors gas tax, travel policy in convention talk

Gov. Bob Straub appealed to the state's travel industry leaders for their support of Ballot Measure No. 5 during an address at the Oregon Travel Conference in Medford last month.

Straub, whose speech kicked off the annual two-day meeting, told the gathering that the two-cent increase in the gasoline tax was needed because all three of Oregon's leading industries — forestry, agriculture, and tourism — were dependent on good roads. He pointed out that many of the deteriorating roads in the state highway system provided access to the recreational attractions and out-of-the-way resorts.

The Governor also mentioned the role being played by ODOT in helping develop a strong State travel promotion policy and voiced his hopes for upcoming legislation aimed at encouraging expansion of the state's convention facilities. Straub was introduced by Transportation Commission Chairman Glenn Jackson.

Conference participants also heard from six southern Oregon legislators, two lobbyists for the lodging accommodations sector of the travel industry, and several national and regional travel promotion experts.

Keynote speaker was Jeanne Westphal, the U.S. deputy assistant secretary of commerce for tourism.

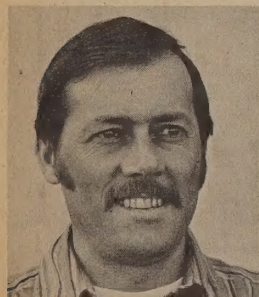
Lobbyists Fred Van Natta and Hank Crawford urged travel industry leaders to become more politically involved in explaining their problems and needs. Crawford referred to the industry as "a sleeping giant with lots of potential, but one which has been misunderstood."

Sen. Fred W. Heard of Klamath Falls, one of the conference's legislative panelists, told industry leaders that they needed to address public attitudes more seriously in their dealings with the Legislature. Rep. Cecil L. Johnson of Grants Pass suggested that Oregonians were concerned about maintaining "their way of life" when considering the benefits of travel promotion.

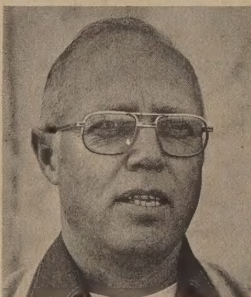
The panel which also included Sen. Lenn L. Hannon of Ashland, Sen. E.D. "Debbs" Potts of Grants Pass, Rep. Gary Wilhelms of Klamath Falls, and Rep. Ben "Kip" Lombard of Ashland, favored continuing state support of travel promotion.

Other ODOT-related discussion by the legislators included concern about Oregon's intra-state air service, which is viewed by some legislators as a critical issue facing the next legislative session.

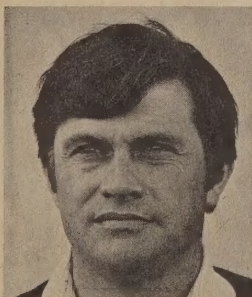
Planning reps to help regions



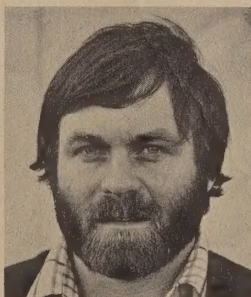
Thurston



Holcomb



Grassman



Huff



Strawn

At the end of a two-day work session in Salem, ODOT's new transportation planning representatives surfaced with enough reading material in their brief cases to keep busy for weeks.

The five regional positions were filled by Leo Huff, Region 1; Don Thurston, Region 2; John Grassman, Region 3; Dave Fenton, Region 4 and George Strawn, Region 5. John Holcomb is acting transportation

planner for Region 4 until Fenton, currently on a military leave, can take over on June 30.

The positions were created in response to LCDC's requirement that state agencies help local governments develop their land use plans. For instance, ODOT's representatives will help governments in their regions develop transportation aspects of local plans to make sure they comply with the over-all state plan.

The planning representatives got an overview of ODOT programs, divisions, the LCDC, city and county comprehensive plans during the two-day orientation conducted by Sue Harris and Kathleen Carter, ODOT's LCDC program coordinators.

Representatives will meet with local government planners in their regions and work on guidelines needed to review local plans.

Most representatives have long histories with ODOT. Don Thurston has worked for the department for 17 years. He recently worked in the Region Location Unit as a highway engineer. George Strawn, formerly the Region 5 planning coordinator, has worked 24 years for ODOT.

John Grassman, formerly Region 3 design engineer, has been with ODOT for 14 years. Leo Huff has been a transportation planner for the past four years.

Dave Fenton, currently on a year-long military leave, began in 1972 as a specialist in environmental geography. John Holcomb, Region 4 traffic engineer is taking Fenton's place until he returns June 30.

We'll always remember...

Sherman "Sherm" Miller will be remembered for designing and building the backhoe scoop bucket and for his talented welding and layout work.

Miller, retired maintenance worker on the Parkdale crew, died April 5. Services were held near Hood River on April 10. He was 66.

"Through his years of service at Parkdale, he kept the plows welded together, and through his efforts, we had plows and equipment needed to perform the work," said Harry

Woodward, district 2C engineer, noting that Miller was the first mechanic on the Parkdale crew.

"We feel that his backhoe scoop bucket was the best in the state," Woodward added. "It lasted five years without a welding failure."

Miller began work with the Highway Department in 1966 as a plow and sander operator.

Before that, he was a state police officer in the Midwest and also owned his own logging operation.

He retired in 1975.

Al Harwood:

'I see that the bridge gets built'

By Shannon Priem Allen

"After all these years . . . it's finally happening."

That was the feeling in the crowd during the ground breaking ceremony for the Jackson (I-205) Bridge last August. Planning began in 1950. The first of five projects was awarded last May.

After Gov. Straub dedicated the bridge to Glenn L. Jackson, he ceremoniously lifted the first scoop of sand from the river with a dredge shovel to inaugurate the five-year construction era. There were speeches, announcements, applause. The bridge, possibly the last of ODOT's big construction projects, had begun.

And so had the challenge -- linking the banks of Washington and Oregon with the longest segmental precast bridge in the United States.

The man selected to meet the challenge was an easy choice, according to Highway Division officials: Al Harwood, ODOT's project engineer. He's been working on bridges since 1952 and has earned the reputation of getting things done.

He's short on words, but long on action, say his friends. When asked about his job responsibility, Harwood replies simply, "I see that the bridge gets built."

That means he keeps track of the contractors, handles problems that arise, and generally makes sure that



Part of Harwood's job is working with the Washington DOT.

the public will be able to cross a unique, segmental bridge that will span the Columbia River by 1982.

"Al is our pseudo member of the bar," says Walt Hart, structural design engineer. "He's our in-house expert at researching and negotiating contractors' claims. He is objective and thorough. That's one of the main reasons he was picked for the job."

Keeping track of a contractor's progress is especially important on the Jackson Bridge project because there are five separate contracts for the project, four of which are Oregon's. The first contract is currently underway.

"Claims are often unavoidable, especially on a project this size. No one can anticipate every problem that could come up," Harwood says. "But we're prepared in case they do."

So far, construction for the substructure and embankment on Government Island is just a little behind schedule. "It seemed to take a while getting started and excavation took longer than expected, but generally things are going well," Harwood said.

Harwood's first bridge assignment was on the Marion Street bridge in Salem in 1952. Almost everywhere in Oregon there's a bridge he had a hand in building. He received his engineering degree from Oregon State University in 1954, then served in the Army for two years.

He has been resident bridge engineer in Medford, LaGrande and Astoria. He was assistant division engineer in Milwaukie and was also assistant METRO engineer. Before being assigned to I-205, he was the field construction engineer in Salem.

Harwood has three children, a son in college, a daughter who plans to study civil engineering, and another son in high school.

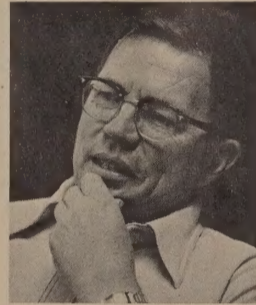
Harwood says he feels uncomfortable taking about himself. "The project is much more interesting than I am," he says with a laugh. Al is a big man with a deep but quiet voice, and a broad, friendly smile.

Getting to know Al is easy -- especially if you ask for a tour of the bridge, which he enthusiastically provides.



Harwood in this office, right, taking a breather on the job, above, and climbing down the steel frame of Super Lift.

PHOTOS BY
JERRY
ROBERTSON



The boat that sped the VIA crew out to the site was dwarfed by the mammoth barges that held pile driving, excavating and other equipment.

These floating monsters were named accordingly: Green Giant, Hercules, Super Lift, Super Mix, Super Sink, Titan.

Super Lift is two connected barges with a special hoist that will lift and position steel pier forms, Harwood explains. Super Mix is a floating batch plant that will produce 150 cubic yards of concrete per hour, needed for the huge piers.

On the Green Giant, a steam-powered hammer drives steel pilings with deafening noise deep into the river bottom. The pilings support forms for the piers as well as give structural support.

"These barges are unique, innovative projects themselves," Harwood says, noting that the contractor, Willamette-ACI-General, designed and built most of the equipment specifically for the Jackson Bridge. Most of the work, which started in July, has been done under water.

Harwood also works with Odyssey Productions, Inc., the company that is filming the project. He provides information for the media, other interested parties and is ODOT's liaison with the Washington DOT,

which is handling one of the five contracts.

Harwood is assisted by Howard Harris, resident engineer for the substructure contract. John Howard will be resident engineer for the superstructure contract.

How does Harwood feel about heading up Oregon's biggest construction project?

"I like being involved, since this is perhaps the most needed bridge in Oregon."

"Since the bridge started, already hundreds of houses and apartments are popping up along the freeway," he notes, "and 100,000 cars a day travel the I-5 bridge."

Harwood's job will increase as the project grows. During peak construction, there will be enough floating equipment and barges that, if placed end to end, would stretch from the Washington shore to Government Island.

Total cost of the bridge is estimated at \$175 million. Oregon's share amounts to \$125 million, and 90 percent of that will be funded through the federal government. The bridge will provide the final link in the eastside bypass of Portland and Vancouver.

What will Harwood do after the bridge is finished in 1982?

"I'll probably want to retire," he said with a big laugh.

Retirees Let Us Know What's Happening

Tinkering Around

Odin I. Johnson, 1015 S.E. Anchor Ave., Warrenton, 97146, Retired -- 1971.

For good reason, Odin Johnson's

home has been nicknamed The Anchor Street Construction Co.

Odin turns out windmills, water wheels, bird houses, feeders, miniature lighthouses, cabinets, desks and lawn furniture and other yard

ornaments in his work shop behind their home.

A garden covers the Johnsons' backyard, which keeps their pantry shelves and freezer full. Fruits and vegetables also find their way to neighbors' homes. The yard is manicured to perfection, according to a neighbor who wrote to VIA about Odin's retirement activities.

Smoking fish is another hobby Odin shares with his neighbors. When he can find the time, he schedules a day for fishing.

Odin was active in the local volunteer fire department for over 30 years and is active in the Sons of Norway Lodge.

Helping Others

Leslie E. Shirley, Box 511, Cannon Beach, 97110. Retired -- 1968.

Leslie is busy taking care of three

elderly retired persons and is active in the American Legion. He has received two awards from the city chamber of commerce for city and community service. He says he enjoys VIA and hopes to receive it for many more years.

Every day planned

Leslie E. Hanson, 1689 NW Martin St., Roseburg, 97470, Retired -- 1976.

Leslie, who retired from the Highway Division, writes that he's spending the week days on the golf course and his weekends out fishing.

He is also enjoying traveling in a motor home.

ANSWERS TO TRANSTRIVIA QUIZ: 1, a; 2, b; 3, c; 4, b; 5, c; 6, a; 7, b.

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